

The Hong Kong Daily Press

HONGKONG, WEDNESDAY, NOVEMBER 5th, 1884. 三拜禮 號五月一十英曆香 [PRICE \$24 PER MONTH]

SHIPPING.

ARRIVALS.
November 4, Gloucester, German steamer, 1,003 Tons, Singapore 21st October, and Hallow 2nd November, General—Burr.
November 4, Liza, German s.s., from Canton.
November 4, Thonaphant, French steamer, 1,000 Tons, Saigon 30th October.
November 4, Fookshing, British steamer, 900 Tons, Hongkong 1st Nov., General—J. A. D. M. S. & Co.
November 4, Thonaphant, French steamer, 1,000 Tons, Saigon 30th October.

DEPARTURES.
November 4, Fookshing, British steamer, 900 Tons, Hongkong 1st Nov., General—J. A. D. M. S. & Co.
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INTIMATIONS.

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LANE CRAWFORD & Co.
OUTFITTING AND ROBBERY
DEPARTMENT.
Underneath and Tame in Scotch Wool, Cashmere, White and Coloured, Hatteries, Hosiery, in Wool, Cashmere and Merino; Fancy Silk Socks for Evening wear; Shirts & Collars in all the newest styles; Gentlemen's Gloves in Kid, Cash and Cheviote for morning and evening wear; Spikes & Chavies in the most fashionable shapes and colors.

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BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 4,000,000.
REVENUE FUND 400,000.
RESERVE LIABILITY OF PAID-UP CAPITAL 7,500,000.

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AUCTIONS.

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction, on the 5th November, 1884, at 2 p.m., at No. 3, Elgin Street, the whole of the HOUSEHOLD FURNITURE, &c., Consisting of—
CRIMSON RECOVERED DRAWING ROOM SUIT.
BRASS-MADE WALNUT CENTRE TABLE, SIDEBOARD, CHIMNEY GLASSES, OLIOGRAPHY, VASES, and ORNAMENTS.
DINING TABLE, SIDEBOARD, DINER WAGON, DINNER, DESSERT, and TEA SERVICES, GLASS and PLATED WARE.
DOUBLES BEDSTEAD, WARDROBES, MARBLE TOP TOILET TABLE, and WARDROBES.
ONE BLACKWOOD COTTAGE PIANO, &c.
Catalogue will be issued.
TERMS OF SALE—As Auctioneer.
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DINING TABLE, SIDEBOARD, DINER WAGON, DINNER, DESSERT, and TEA SERVICES, GLASS and PLATED WARE.
DOUBLES BEDSTEAD, WARDROBES, MARBLE TOP TOILET TABLE, and WARDROBES.
ONE BLACKWOOD COTTAGE PIANO, &c.
Catalogue will be issued.
TERMS OF SALE—As Auctioneer.
J. M. ARISTOTEL, Auctioneer.
Hongkong, 3rd November, 1884.

TO BE LET.

HOUSE No. 52, LYNDHURST TERRACE.
Apply to BELLIOS & Co.
Hongkong, 3rd November, 1884. [2062]

UPPER FLOOR of No. 6, QUEEN'S ROAD CENTRAL, (near Anson's Store).
Apply to DAVID SASSOON, SONS & Co.
Hongkong, 1st November, 1884. [27]

ROOMS in CLUB CHAMBERS.
Apply to DOUGLAS LAFRAIK & Co.
Hongkong, 1st November, 1884. [28]

SHOPS on QUEEN'S ROAD, Front of 18, Bank Buildings, opposite Hongkong Hotel.
Also Two large Front Rooms communicating with a Back Room, together or separately, on 1st Floor, entrance from Wyndham Street.
Also Back Room on the 2nd Floor.
Apply to M. J. D. STEPHENS, Solicitor, 13, Bank Buildings.
Hongkong, 10th September, 1884. [1688]

NOS 1 and 6, RICHMOND TERRACE, HONGKONG.
The "NEWLY STORED" (next to KELLY & WALSH).
THE PREMISES lately occupied by Messrs. BAYLY & Co. ("Victoria Exchange") in Queen's Road, with Dwelling house above and ground on ground floor. To be let either in conjunction with Store or separately. Possession from 1st November next.
Apply to H. A. WOOLNUGH, Hongkong Dispensary.
Hongkong, 14th October, 1884. [1894]

NO. 15, ELGIN STREET.
OFFICES in FLETCHER'S BUILDINGS, GORDON'S, EAST and WEST PORTS.
Apply to LINTHARD & DAVIS.
Hongkong, 23rd October, 1884. [1947]

TO LET, AT KOWLOON.
BELLEVUE, Near Mount Elgin, Ten Rooms with Out-houses, Garden, Tennis Lawn, &c.
Apply to A. E. ALVES.
Hongkong, 30th September, 1884. [1824]

NO. 9, REMEDIOS TERRACE, HONGKONG.
Apply to C. F. A. SANGSTER, Receiver, A. A. DOS REMEDIOS, Deceased.
Hongkong, 26th July, 1884. [1694]

HONGKONG WHARF & GODOWNS.
Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Apply to MEYER & Co.
Hongkong, 3rd March, 1881. [1032]

CHINA FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1883.
SHAREHOLDERS are hereby requested to send in to this Office, by the 3rd of November, 1884, the names of the Shareholders of the Company, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 3rd of November will be made up by the Company, and no subsequent claims or alterations will be allowed.
By Order of the Directors, J. A. B. COUGHTRE, Secretary.
Hongkong, 1st September, 1884. [1635]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.
A SECOND BONUS OF Two and a Half per cent. on Contributions and a DIVIDEND of Thirty-one per cent. on Profits for the year 1883 will be payable on the 3rd of November, 1884. Returns may be sent in on application at the Office of the Society on and after that date.
By Order of the Board, N. J. EDE, Secretary.
Hongkong, 23rd October, 1884. [1996]

SAM HING STULTZ, JUNR.
SHIRT, DRESS, and GENERAL OUTFITTER, Best Materials and a Perfect Fit Guaranteed at Moderate Prices.
Dealer in Chinese Silk of all kinds, Pure Hainan and Bamboo Baskets. Has always on hand a very fine Selection of various kinds of SILK COATS and other Garments for Exportation. MANUFACTURERS of Best Split and Every Kind of HAT FASHIONS.
ALSO BATHING CHAIRS, COUCHES, &c. 62, QUEEN'S ROAD CENTRAL, Fourth floor West from Pottinger Street [1070]

ESTABLISHED IN 1852.
FISHER'S NEWSPAPER ADVERTISING AGENCY.
ROBINS 20 and 21, MERCHANTS' EXCHANGE, LONDON.
N.B.—ADVERTISING SPACE for all Newspapers published on the Pacific Coast, the Sandwich Islands, Polynesia, Mexican Ports, Panama, Valparaiso, Chile, China, New Zealand, and Australia, Colombia, the Eastern States, and Europe. Rates of nearly every Newspaper published on the Pacific Coast

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSARY.

CHEMISTS.

By Appointment to His Excellency the Governor and His Royal Highness the Duke of Edinburgh.

WHOLESALE AND RETAIL DRUGGISTS
PERTUMERS.

PATENT MEDICINE VENDORS.

DRUGGISTS' SUNDRIES.

And
AERATED WATER MAKERS.SHIPS' MEDICINE CHESTS REFITTED
PASSENGER SHIPS SUPPLIED.NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co.,
HONGKONG DISPENSARY, 231.

NOTICES TO CORRESPONDENTS.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press

HONGKONG, NOVEMBER 5th, 1904.

RECAPS in engineering, like doctors, often differ, and laymen are puzzled how to decide between them. Some on the one side Captain Lott, hydrographer to the King of Siam, who accompanied a French surveying expedition to the Isthmus of Kra to examine certain routes across the Malay peninsula to ascertain whether it was practicable to cut a canal through, published the results of his observations, and condemned the project as being far too costly to yield any adequate results from its construction. The saving in time, he contended, would not be sufficient to tempt shippers to incur the expense of the canal dues, and the traffic through the canal could not return any decent interest on the vast capital sunk. Mr. Henry P. Holt, writing in *The Times* on the same subject, takes a very different view of the undertaking. He contends that the saving in time and distance that would be effected by the canal would be greater than was estimated by Capt. Lott, and instead of imaginary points off Dunder Head and in the China Sea, the distance between the main steamers would be taken, and proceeds to estimate that the distance to the canal from Calcutta direct is 920, from Madras 1,200, from Colombo 1,220, from Bangkok 250, from Saigon 550, and from Hongkong 1,880 miles, and allowing 50 miles for the canal, we have the following savings in distances:—(1) Colombo to Hongkong direct, 347 miles; (2) Colombo to Saigon direct, 377 miles; (3) Calcutta to Hongkong, 637 miles; (4) Madras to Hongkong 490 miles. But Mr. Holt certainly does not make out much of case for the canal by the foregoing figures. The saving of distance and consequently of coal would almost be counterbalanced by the canal dues, and the time saved, about a day and a quarter, would not be a matter of much moment on a long voyage. It is true that in the case of steamers trading direct between Europe and Bangkok, Calcutta and Bangkok, or Saigon and Bangkok there would be a considerable economy of time and distance effected by the cutting of a canal through the Isthmus of Kra, but the direct trade with Siam is not for generations to come for the enormous outlay such a work would entail. Siam is, we think, destined rather to be opened up by a system of railway communication with British Burma and the Malay peninsula. The countries of Indo-China unquestionably possess large resources, but they are very undeveloped, and the trade of Siam and Cochin-China is a mere trifle as compared with that of China, and can expand but slowly because the population of the Indo-Chinese countries is comparatively thin. Since the successful formation by Mr. de Lesseps of the Suez Canal, engineers have been casting about all over the world for opportunities to accomplish similar feats, but with the exception of the Isthmus of Panama there is no portion of the globe where anything like so important a work can be performed. The main object of any engineering work of the sort is, we take it, the reduction of distance and expense. If a canal only slightly reduces the distance in a passage, it can hardly commend itself to hard-headed capitalists, who will want to see some reasonable likelihood of the new route proving remunerative. We do not see much prospect of a Kra Canal giving any sufficient return on the outlay, and there is no doubt the excavations would be very much more extensive and difficult than those on the Suez Canal. The project may become a necessity perhaps some day, but the time is not yet. The trade must attain much larger dimensions before it will pay to spend millions of dollars to reduce the passage from Europe to the Far East by some 30 hours, especially as the canal is not designed to save a passage round some stormy point but merely to avoid the Straits of Malacca, one of the easiest and most untroubled stretches of water in the world.

THE CHINESE POSSESSIONS along coast and fast cruises which might have hovered on the wake of the French squadron and given it great deal of trouble. In consequence of the entire absence of any Chinese vessels, the French blockade of Formosa can be easily maintained, and French gunboats can steam down singly, and in perfect safety, to Hongkong, or to the coast. This would not have been the case had the Chinese not been stricken with such a mortal terror that they fear to allow even their new ironclads to be seen, and carefully lay them up out of harm's way at Port Li. They need not have thrown them in the way of the united French Squadron, but they might usefully have employed them in preventing the blockade of Formosa being rendered effective and in cutting off stragglers. However, like CHANG PHU-LIN, the commanders of the Chinese men-of-war prefer to view the progress of events from a safe distance, and the French consequently have all their own way. When Formosa has been settled with, Admiral Courbet will probably proceed in search of the Chinese navy, and insist upon an interview with its valiant commanders. They are evidently writing to be hunted.

The French ironclad *Triomphante*, Captain Bux, arrived here yesterday from Saigon. The German gunboat *Thetis*, Lieut.-Commander Beldier, arrived here yesterday from Canton. Major-General Sargaut paid visits yesterday afternoon on board the French ironclad *Thetis* and *Thetis*, and received the usual salutes on leaving.

The Agents (Messrs. Russell & Co.) inform us that the Union Line steamer *Esperanza*, from London, left Singapore yesterday morning for Hongkong.

We hear that Messrs. Jardine Matheson & Co. have negotiated a loan with the Chinese Government of \$2,500,000 at 7 per cent. for the purpose of constructing a railway from Yunnan to Peking.

Return of Visitors to the City Hall Museum for the week ending November 2nd, 1894:—

	EUROPEAN CHINESE.
Monday	70 258
Tuesday	41 324
Wednesday	41 324
Thursday	41 324
Friday	41 324
Saturday	41 324
Sunday	41 324
Total	263 1,038

The *Sydney Herald* has the following:—Some time ago Mr. G. R. Stevens wrote to the Japanese Acting Consul at Hongkong offering, on behalf of the Zoological Society of New South Wales, to send to the Government of Japan specimens of Japanese fauna. Mr. Stevens has written a reply to Mr. Stevens, informing him that two healthy young bears have been prepared for delivery, and that any agent may appear to take delivery of the animals at Yaso or Hokkaido to either of which ports they will be sent by the Zoological Society of the Agricultural and Commercial Department of the Government of Japan. The bears are to be made for doing so the bears will be brought over to Sydney, and accompanied with a cage and put in the Zoological Gardens.

Through the arms taken possession of by the police under the Peace Preservation Ordinance were valued by their owners at the sum of \$3,000 or \$4,000, and the Government value, Mr. Armstrong, has placed the figure at something under \$20,000. One large proprietor has found a means of getting rid of his stock, and has sold his arms to the Government at the rate of \$100 per piece. The whole stock is at present lying in the Police Magazine, and the Government are disposing of a few more lots of the policy it will help to relieve the Government of the most embarrassing lot of old weapons it now has upon its hands.

It is with regret that the *Peking Gazette* that we learn of the failure of another sugar plantation at this time, and that the Government, under the management of Mr. Drummond of Shanghai, an estate was started, to be opened next year, from where Mr. Toth commenced operations which came to a disastrous end about six years ago. The *Peking Gazette* also states that the estate was started, to be opened next year, from where Mr. Toth commenced operations which came to a disastrous end about six years ago. The *Peking Gazette* also states that the estate was started, to be opened next year, from where Mr. Toth commenced operations which came to a disastrous end about six years ago.

Owing to the Franco-Chinese war there is no club in Hongkong. The Club being able to send a team to Fuzhou this season, and of the military members of the Club being able to obtain leave of absence, and it being impossible to get together a team consisting wholly of civilians. The *Peking Gazette* also states that the estate was started, to be opened next year, from where Mr. Toth commenced operations which came to a disastrous end about six years ago. The *Peking Gazette* also states that the estate was started, to be opened next year, from where Mr. Toth commenced operations which came to a disastrous end about six years ago.

LATEST TELEGRAMS.

LONDON, 4th November.

THE WAR IN THE SOUTHERN.

General Sir Buller publishes a telegram to the effect that General Gordon had repulsed an attack of the Mahdi's forces numbering some 25,000 men, at Khartoum, with enormous loss to the enemy.

REPORTED MEDIATION BETWEEN FRANCE AND CHINA.

Reports are generally current that Lord Granville is endeavoring to mediate between France and China.

FORMATION OF A JOCKEY CLUB FOR HONGKONG.

A meeting of the subscribers to the Race of 1894 was held at the City Hall yesterday afternoon, for the purpose of passing the accounts of the Race of 1894, and of discussing the advisability of forming a Jockey Club for Hongkong.

The Chairman, Mr. J. H. P. (Clippell of the Club), presided. The Hon. Mr. P. (Clippell of the Club), presided. The Hon. Mr. P. (Clippell of the Club), presided.

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